



San Francisco to San Jose High-Speed Train Project EIR/EIS

San Francisco to San Jose Preliminary Alternatives Analysis

April, 2010





CHSRA – Caltrain: Shared Benefits

- Planned four track, grade separated system
- HST up to 125 MPH and Caltrain up to 110 MPH
- Opportunity for joint operations
- Shared facilities and stations





Shared Station Locations

- San Francisco
- Millbrae (SFO) Station
- Potential Mid-Peninsula Station
 - Redwood City
 - Palo Alto
 - Mountain View (New)
- San Jose Diridon Station



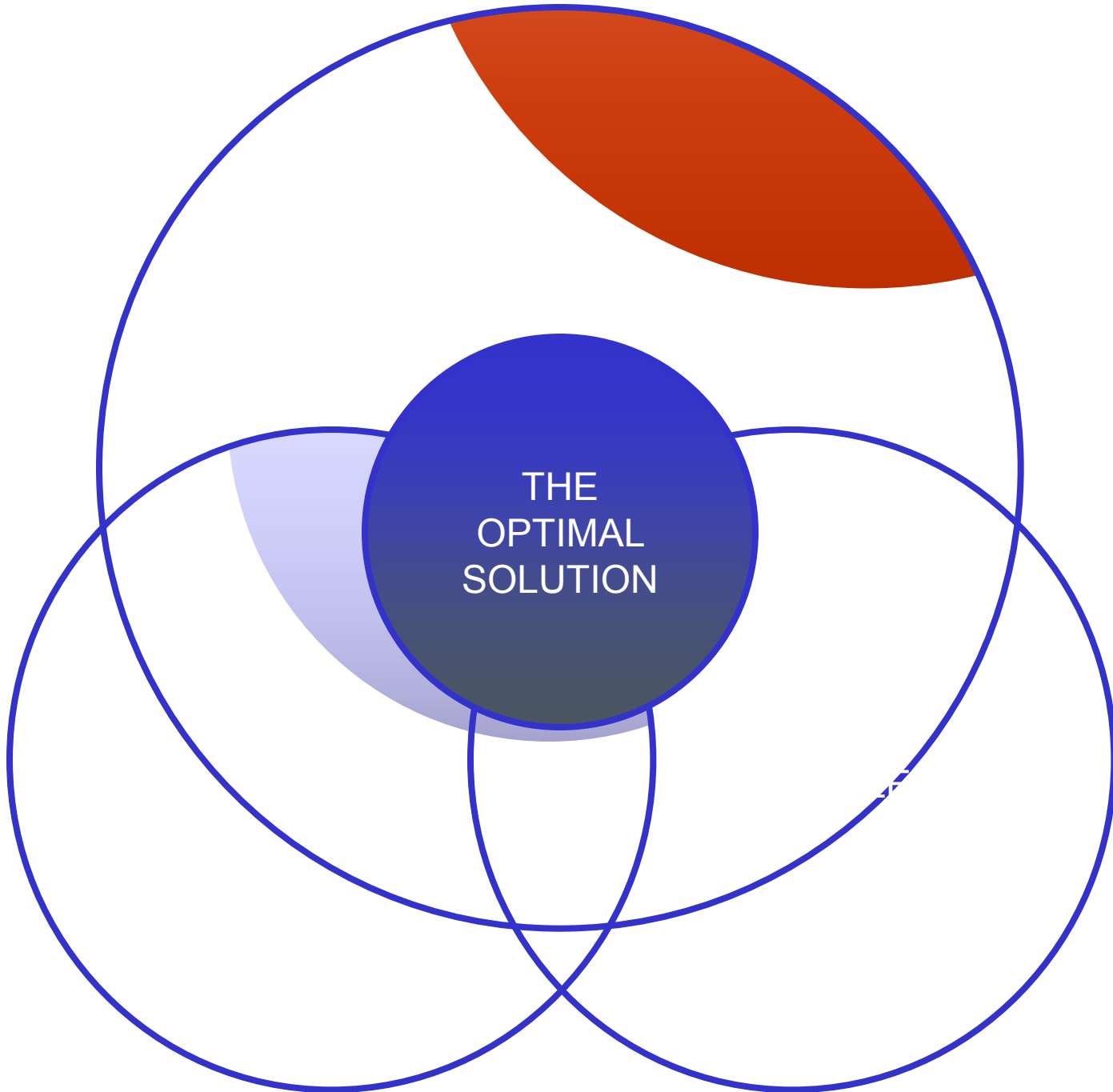


Community Engagement

- Extensive and ongoing outreach to date
 - Over 200 meetings held so far
- Incorporation of Context Sensitive Solutions
- Engagement of
 - Technical Working Group
 - Policymaker Working Group















Key Findings

- Berm design options not carried forward in commercial or residential areas
- Some tunnel options added for further consideration
- Deep tunnel station options avoided
- Single San Francisco solution with shared facilities
- Addition of Mountain View as a potential station





Legend of Alternatives

LEGEND:	
	AERIAL VIADUCT (HST Only)
	AERIAL VIADUCT/BERM
	AT GRADE
	OPEN TRENCH/COVERED TRENCH/TUNNEL
	DEEP TUNNEL (HST Only)
	SUBSECTION NUMBER / LIMITS



San Francisco Station Transbay Transit Center

INITIAL

San Francisco Station 4th & King Street



San Francisco Station
Transbay Transit
Center

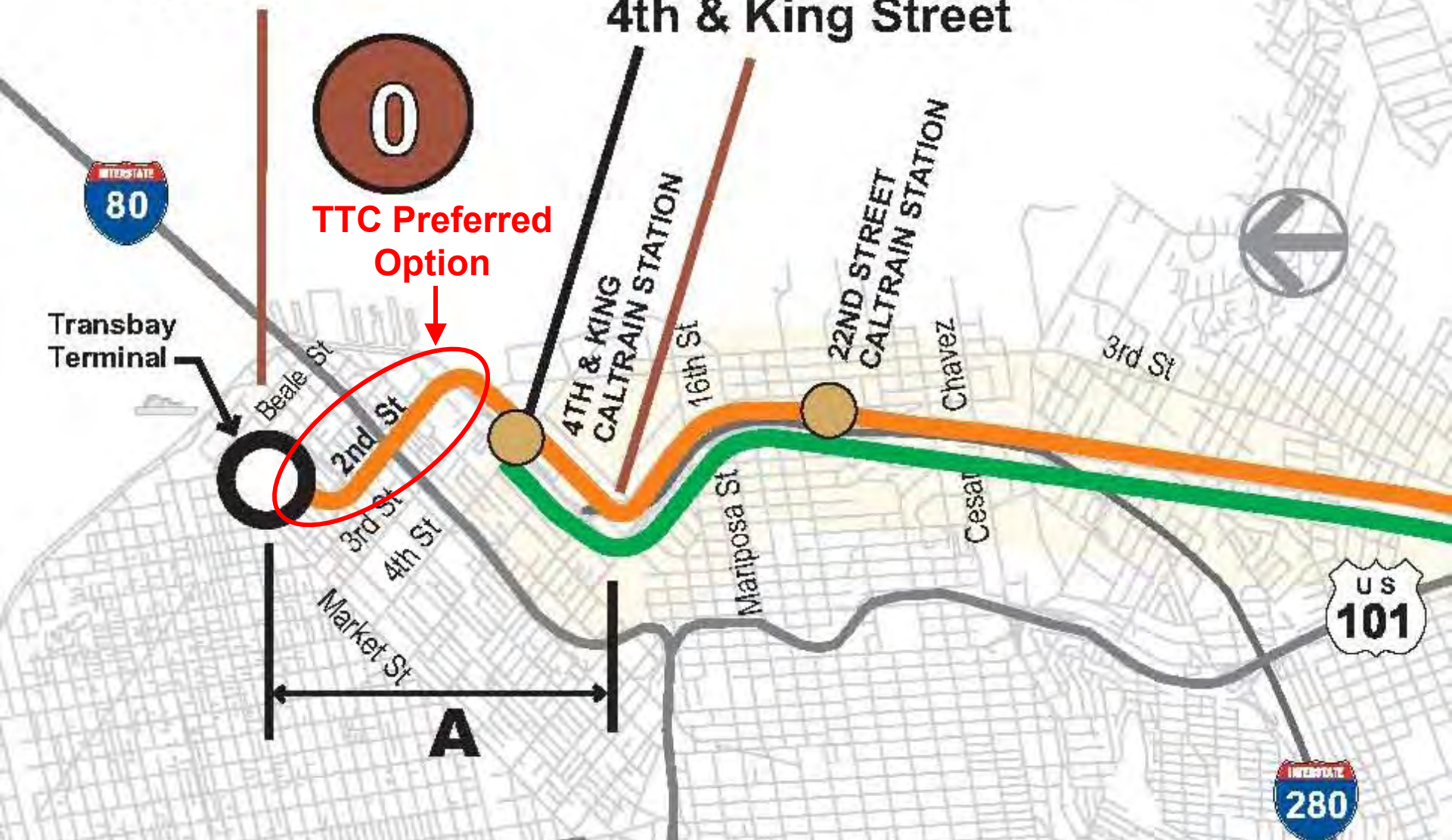
RESULTS

San Francisco Station
4th & King Street



TTC Preferred
Option

Transbay
Terminal





Downtown San Francisco Station Option

- Beale Street Alternative:
 - Considerable right of way acquisition
 - Constructability issues with the Bay Bridge and the Embarcadero
 - Inconsistent with current plans and policies of the city of San Francisco
 - Operationally not superior to the TTC and 4th and King terminal
- 4th and King **only** alternative not consistent with Proposition 1A



San Francisco Station 4th & King Street

INITIAL

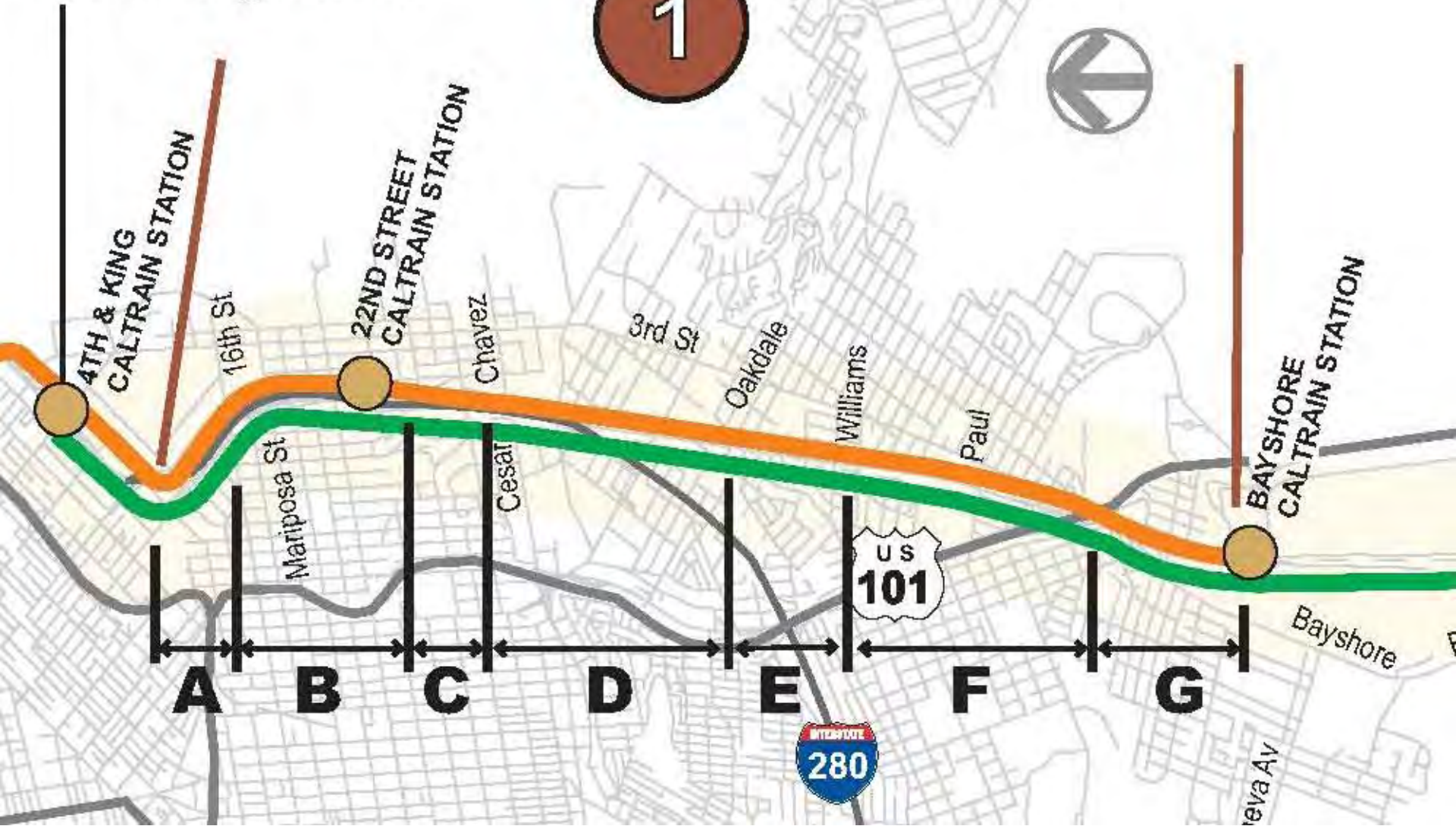
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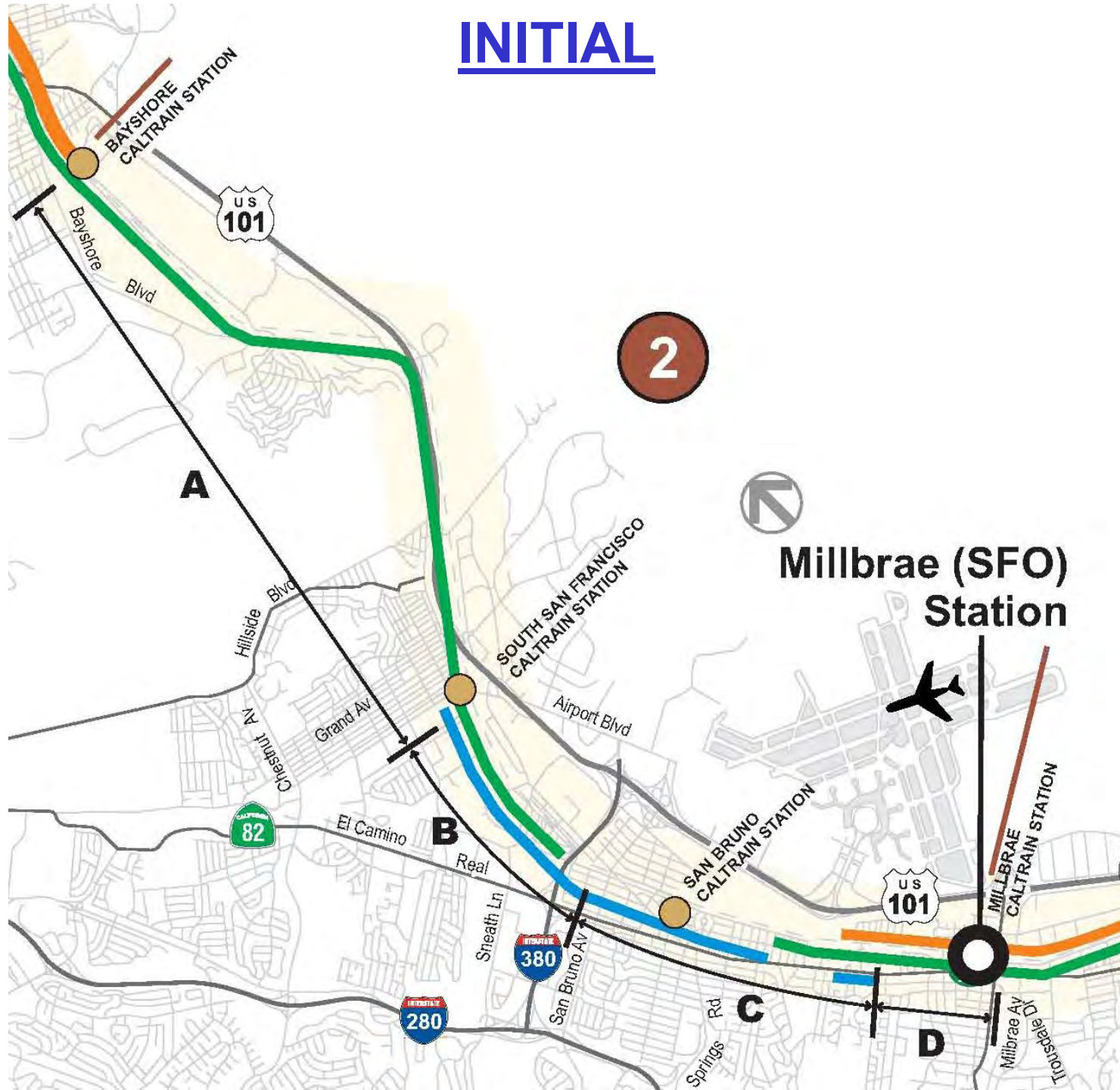
San Francisco Station
4th & King Street

RESULTS

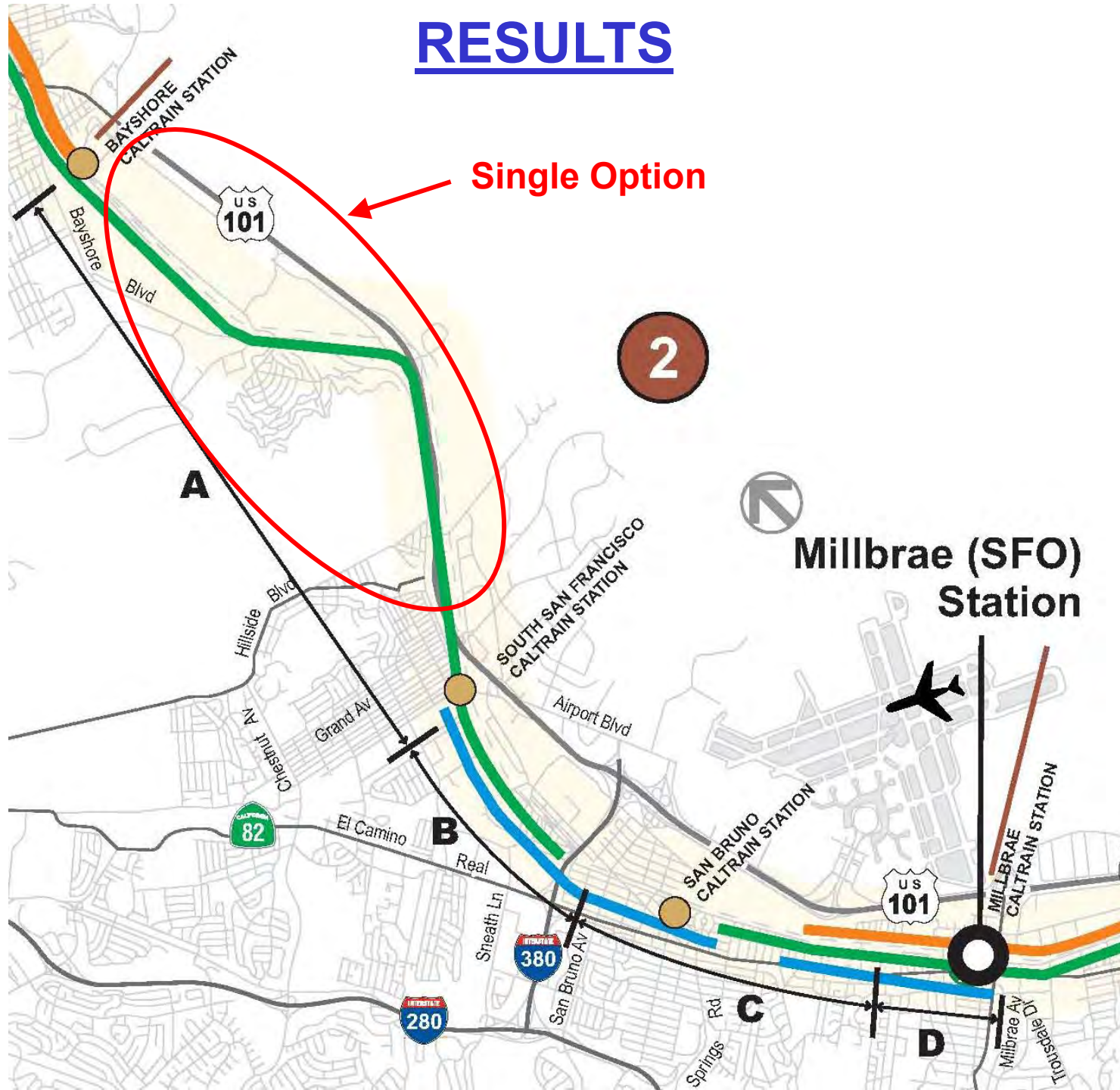
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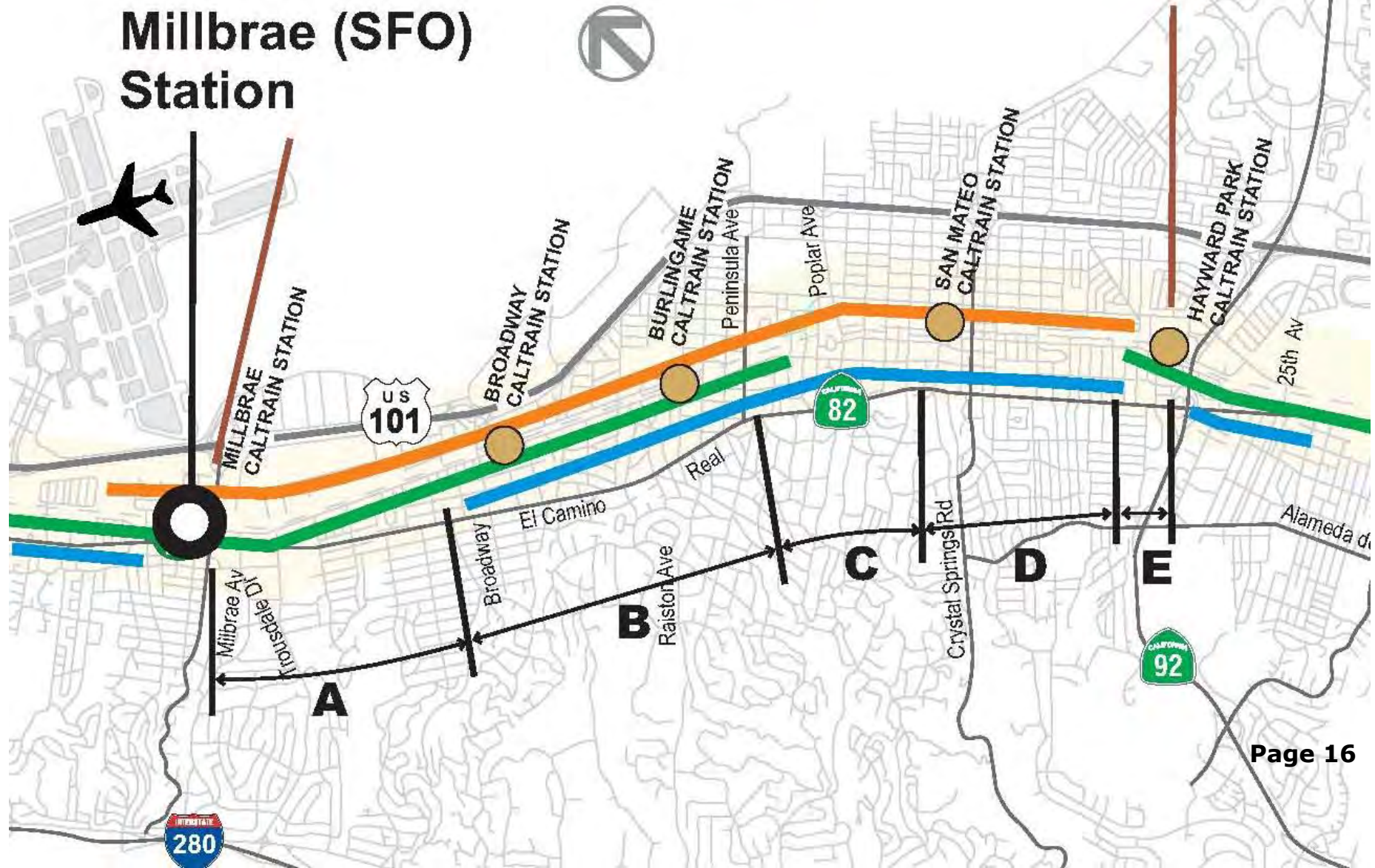
RESULTS



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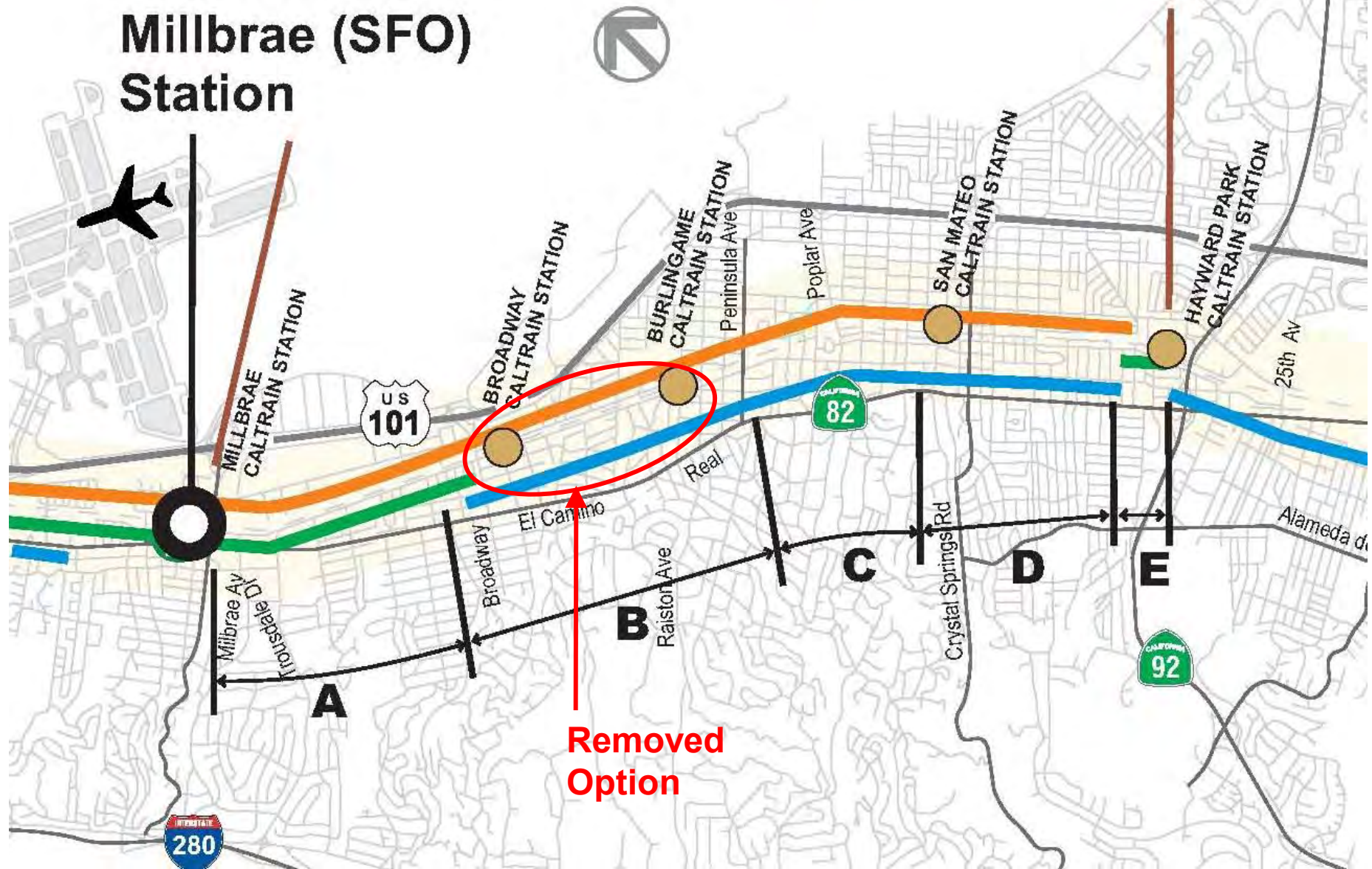
Millbrae (SFO)
Station



RESULTS

3

Millbrae (SFO)
Station



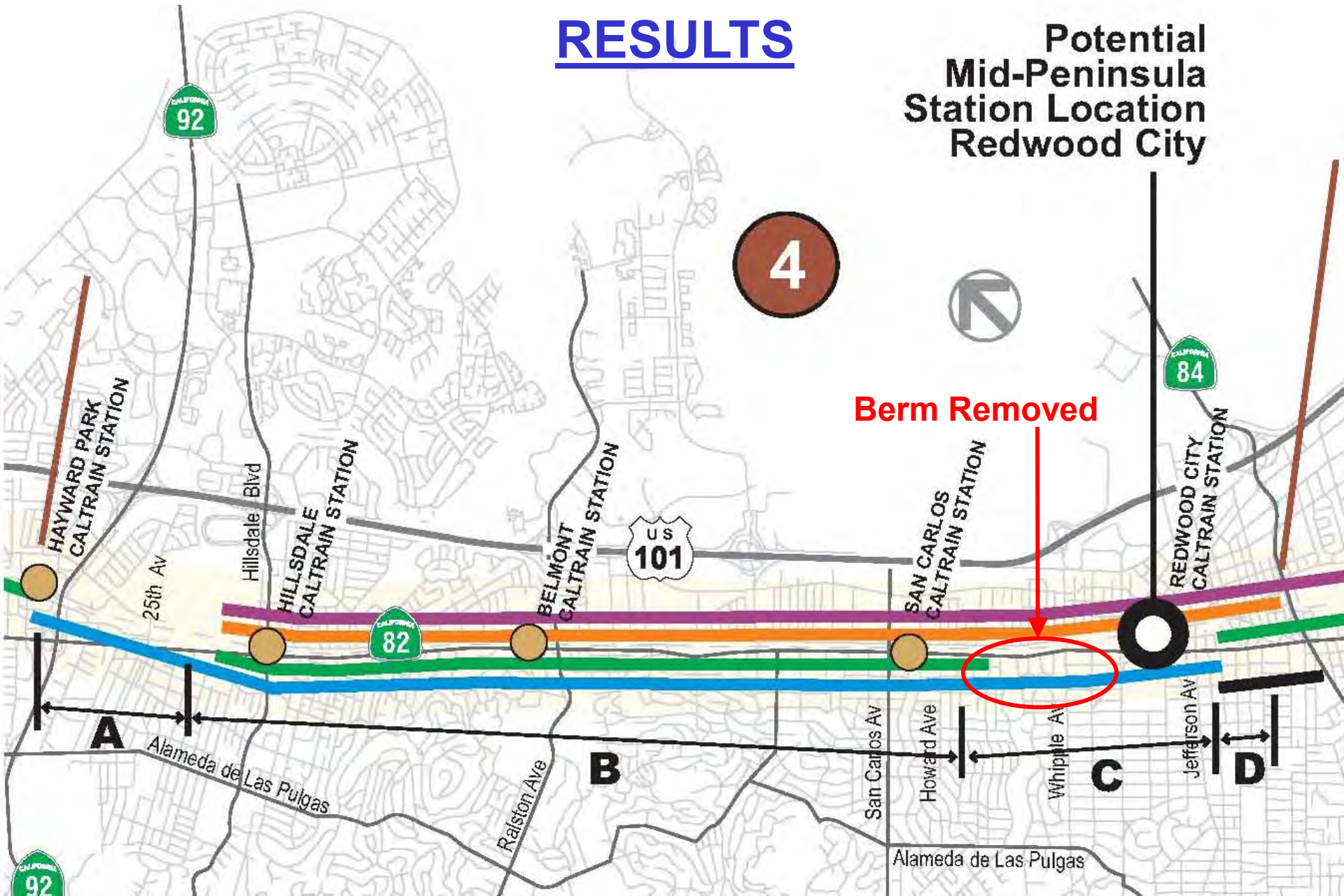
INITIAL

Potential Mid-Peninsula Station Location Redwood City



RESULTS

Potential
Mid-Peninsula
Station Location
Redwood City



INITIAL

Potential
Mid-Peninsula
Station Location
Palo Alto



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RESULTS

Potential
Mid-Peninsula
Station Location
Palo Alto



INITIAL

Potential
Mid-Peninsula
Station Location
Palo Alto

6



RESULTS

Potential Mid-Peninsula Station Location Palo Alto



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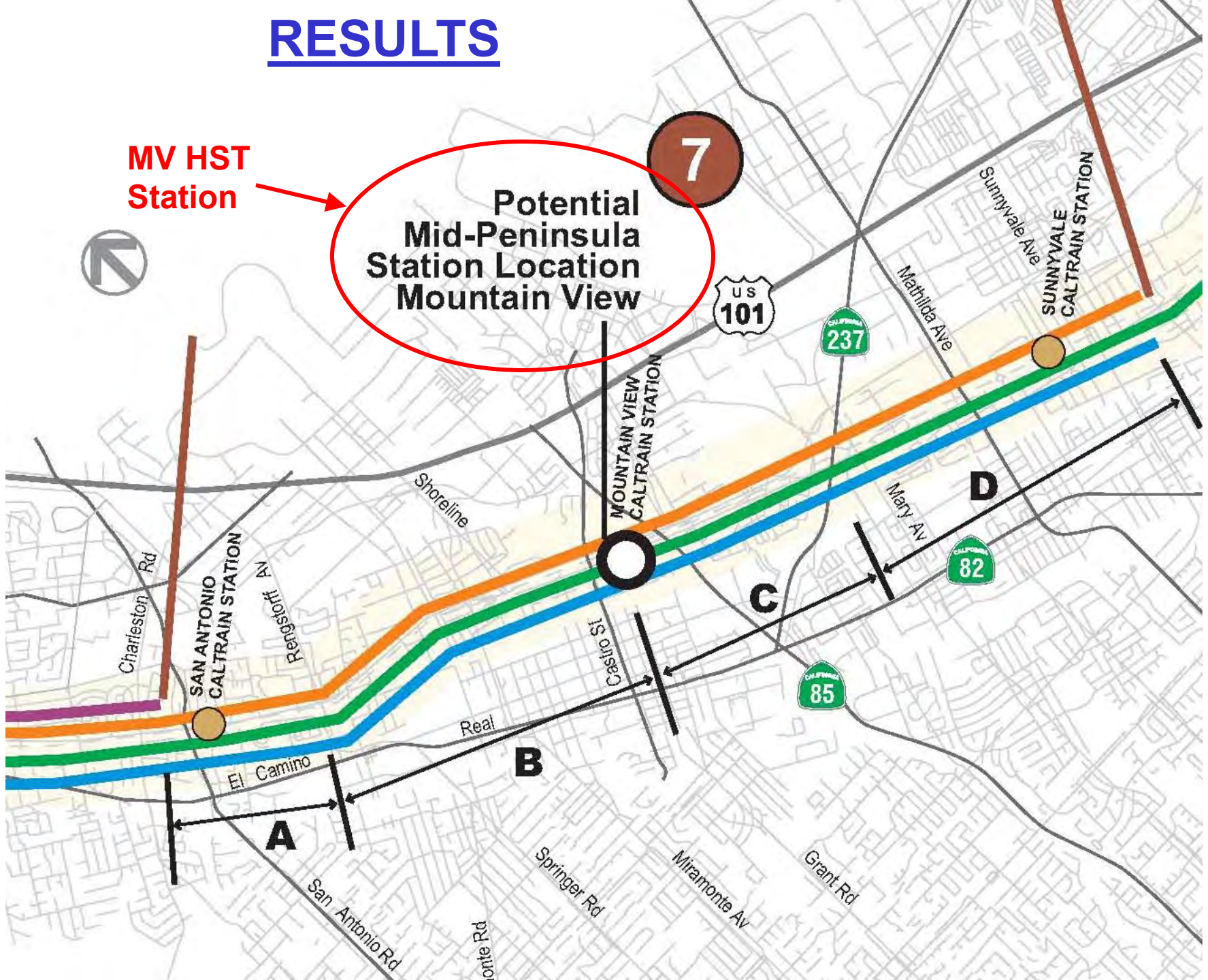
Potential Mid-Peninsula Station Location Mountain View



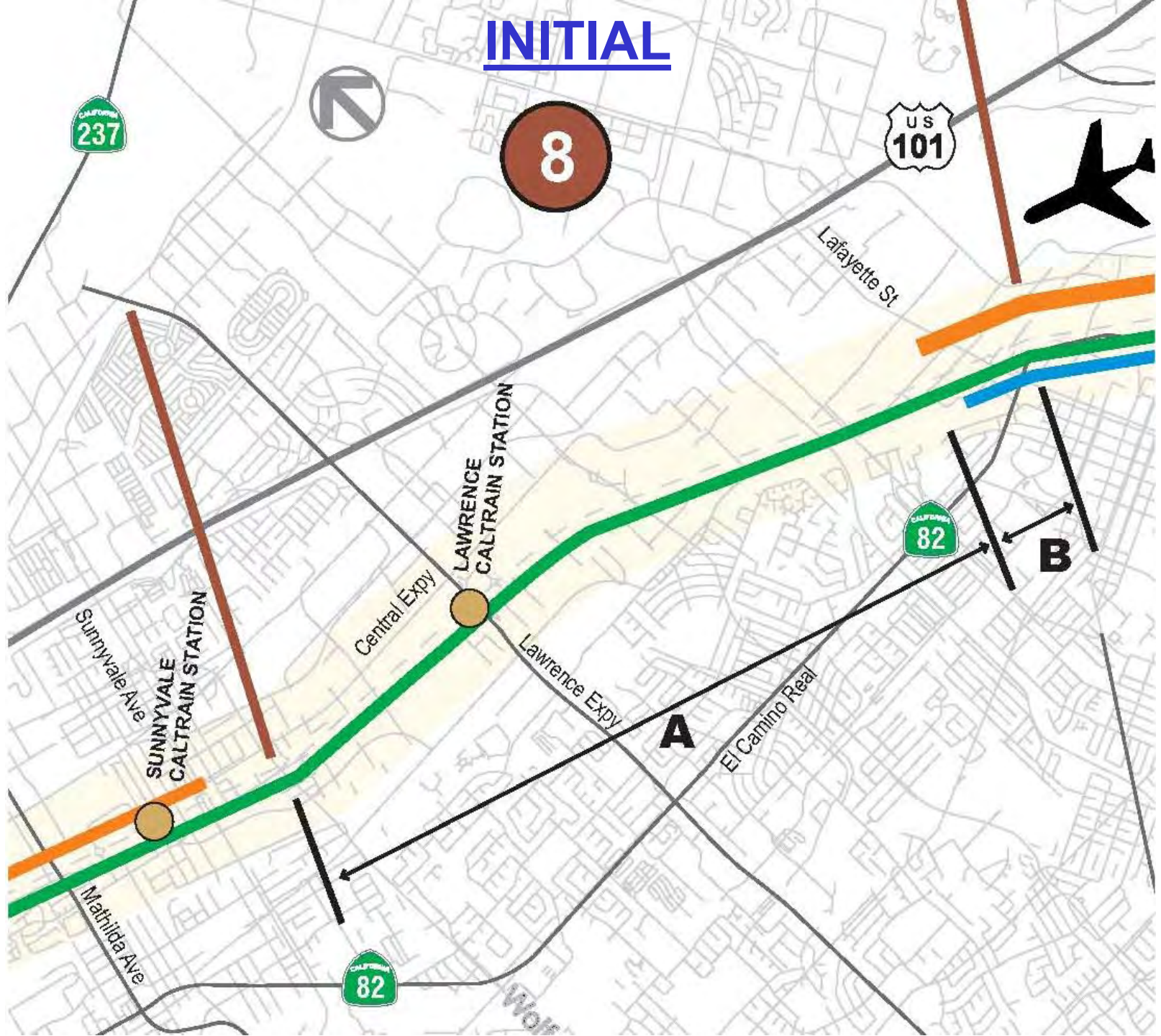
RESULTS

**MV HST
Station**

**Potential
Mid-Peninsula
Station Location
Mountain View**



INITIAL



RESULTS



INITIAL

San Jose
Diridon Station



RESULTS





Findings

- The Caltrain corridor is preferred alignment
- San Francisco joint terminal solution: Transbay Transit Center and 4th and King
- Limit use of high berms in commercial or residential areas
- Tunnel options added
- Potential Mountain View HST station added
- Stopping service in San Jose does not meet the purpose and need nor the requirements of Proposition 1 A or Caltrain





Next Steps

- Engagement of Peninsula in alternatives discussion
- “Stitch” Corridor together
- 15% Design
- Environmental studies
- Stations
- Train Operations (Caltrain + HST)





Next Steps

- Working with TWG and PWG
- Consider feedback received
- Supplemental Report
- Draft EIR/EIS, December 2010



